

MARRIED ON A TANDEM BICYCLE.

Mr. H. W. Robinson Tells of
His Bicycle Courtship and
Marriage, and Honey-
moon on a Wheel.

To be married on a bicycle is the acme of ambition toward which all ultra-wheeling enthusiasts fix the ardent gaze of their mind's eye. But for a man and a woman to go off on a tandem, to stop for a few minutes, to listen to a few earnest words from the lips of a grave-faced man, and to push on again with their whole course of life changed, is something that riders of the past may have thought of but never imagined feasible.

Yet this is what occurred in connection with the first tandem marriage in America, and took place a few days ago at Waltham, Mass. Henry W. Robinson, the Consul of the L. A. W. at that place, has long been known as a crack rider. His companion mounted the front seat of the tandem Miss Jennie Morrill and dismounted Mrs. Henry W. Robinson. Then the bridal couple darted off on their honeymoon a-wheel, and the groom has told, for the benefit of all bicyclists, what nobody else can tell, and that is just what it is like to be the central figure of a tandem marriage.

Why were we married on a tandem? For a number of good and interesting reasons. It is not exactly a long story, but my wife and I feel that it is different from all other love stories, and that in times to come it may be oft repeated.

In order that the full idea of the tandem marriage may be understood, it is best that I start with the day four years ago when I met Miss Morrill. We were both riders then, so it naturally followed that we took many long trips through the surrounding country in company. In the course of a few months, when we became better and better acquainted, we found that our ideas and characters were much alike.

Miss Morrill was of a slightly romantic tendency, and so was I, and in our rides we did not try to break road records and think only of wheeling and matters pertaining to the machine, but we looked rather to the beauties of nature, seeing poetry in every bit of rocky, uneven road that we came upon, rather than grumbling at the Government for not having asphalted roads through the entire country. We saw the beauty of running brooks, of waving grain, of state trees and of clear skies. So in time we got to taking our books out into the country with us, and after a pleasant ride, far from the noises of the city, reading to each other. We read of the days of chivalry, when fair ladies were rescued by fearless knights, and we thought of what an advantage it would be if the knights had at times been provided with bicycles.

So from these ideas came the later one, that should we ever be married our bicycles should play some important part in the ceremony. The idea, as afterward carried out, did not come fully developed. At first we were to go to the minister's house in a carriage, and after the wedding ride away on our wheels. Then we thought of having a run just before the ceremony, in which all our friends would join. These are only specimens of a dozen ideas.

Finally we adopted the idea of the tandem, when we should ride to the minister's house, get married and ride away on our journey of life not hand in hand, as of old, but wheel and wheel. And so we carried out this thought.

It was the most eventful time of my life, that moment when we left the house, mounted on the tandem, on the way to the parsonage.

"I feel like one of the ladies of King Arthur's court," said Miss Morrill. For my own part I tried to feel that I was one of the Knights of the Table Round, but there were so many wondering faces on all sides, and so many shouts of "Well, just as though I had entered a big track race and had grown nervous at the last moment. For the first time since I learned to ride I trembled so that I could scarcely hold the handle bars. Since then I have asked my wife her feelings.

"Well," she replied, "I thought at first that I felt like the King Arthur court lady, but I don't know, I seemed in a dream. It was all so like a page from a book, and I felt as though all the world had stopped, and that everywhere people were looking with eyes of amazement at a couple who had come to life from another century."

My wife must have been in that same dream-like state when we reached the parsonage for, in answer to the usual question as to her willingness to become a wife, I am quite sure I heard her murmur, "Kind sir, I am." Whether the Rev. W. E. Knox, of the First Methodist Church, heard the remark, or whether he took into account the fact of embarrassment, I can't say. At any rate, he went right on, but I fancied that I saw a slight smile flit across his face.

By those of our party who attended on bicycles I have been told that we made a pretty picture on our tandem, with costumes not at all bridal, but very much bicyclic. At any rate, when the ceremony was over, we pedaled away, amid more shouts and the throwing of much rice and many bicyclic shoes.

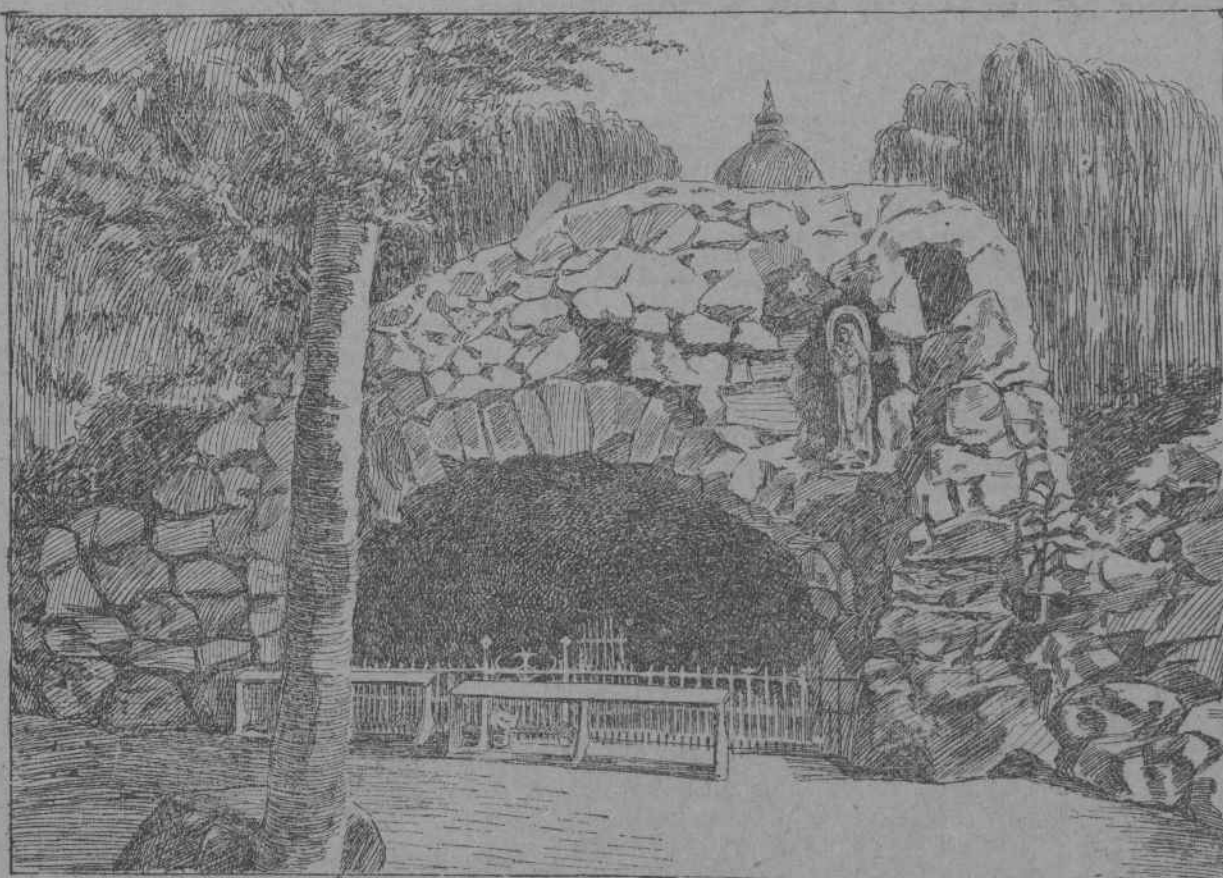
We came very near running into a post, and our friends, knowing what good riders we are, laughed some. They followed us for a time, but we soon distanced them, and had started on our wedding tour for fair. As we whirled past the first house on the country road there must have been something unusual in our appearance, for the farmer's wife came to the door and waved her hand after us, and a big dog in the yard just sat still and looked our way.

"And now it's a ride of life, and I own half this tandem," said my wife. I came out of the reverie I had been in, and remembered for the first time that I now only own one wheel of my new machine.

During the days that followed we have wheeled through Massachusetts and into New Hampshire, and will wheel a great deal further before the honeymoon is ended. And only to-day my wife said: "I feel as though this tandem were really part of the family. When it gets worn out we'll have to keep it as an heirloom." And we will.

HENRY W. ROBINSON.

THE NEW AMERICAN LOURDES.



Miracles Like Those at the Famous French Grotto
Said to Be Performed in a Little
Indiana Town.

America has at last an exact reproduction of the world-famous grotto at Lourdes, France, and thousands of devout worshippers have found miraculous aid. Already a number of cures have been reported from the waters of the little spring on account of the strange healing powers they possess.

Thus this American Lourdes promises to bring as great fame to the little town of Notre Dame as that enjoyed by the French place of latter-day miracles. Even now there are pilgrims in search of health from all over the country at this shrine. The town of South Bend, already famous as a "wagon maker," is enjoying a veritable boom in consequence of the influx of visitors.

The grotto itself is startlingly like the original. The cunning of human skill has rarely made itself manifest more deftly than in this. In exactness of detail, compared with the original, the grotto is almost perfect.

It is a veritable gem in the rough, for while artistic skill is apparent, it lacks the delicate touch of the master. It stands a few rods from the main hall of Notre Dame University, its facade rising in an irregular fashion in bold outline against the brow of the hill that forms the background.

Nothing is more noticeable than the same ingenuity that it is so apparent in the construction of the original. The great boulders of quartz rock of which it is built are wedged together in an almost bewildering manner, for at first glance it is impossible to tell how the structure clings together, but the walls of ancient Rome

were no stronger.

The stones are of various and odd shapes. Like the sea of human faces upturned when a great orator speaks, no two are alike. Rough, though it is, as a whole, it satisfies. Criticism of such a shrine seems to the visitor unholily, almost sacrilegious. As well, say the worshippers, jeer at the statue of the Virgin Mary, which looks peacefully down from a niche in the upper right hand corner.

Though in all Christendom there are no greater religious devotees than the Roman Catholics, this is the first time that devotion has caused them to reproduce the famous Lourdes grotto. When it was first decided by the clergy of Notre Dame to carry out the project, one of the priests visited Lourdes to obtain plans and specifications, for it was the original purpose to make the Indiana structure an exact copy of the original. Every possible detail was arranged for, and when the work of building began it was exactly on the lines of the French grotto. How well the effort succeeded the accompanying pictures show.

Soon the grotto began to assume tangible form. Then a wonderful thing happened. Every devout Roman Catholic firmly believes it to have been a special act of Providence. While the workmen were placing stone upon stone, arching and depressing the ground as the plans demanded, without an instant's warning a spring of the purest water began to bubble from the ground, just as a spring appeared in the young girl in the original grotto. Nothing more was needed in the minds of worshippers to prove that the undertaking had received the divine blessing.

It was only a little while until the news was widespread. The Notre Dame pilgrimage to secure the intercession of Our Lady of Lourdes has been a famous one throughout the West for many a year. Now its fame has increased. The pilgrims come by scores and from many States. The waters of the spring that appeared so unexpectedly seem to have all the virtues of the Lourdes drops that bubble from the sand in Lourdes, France. With each day the cures multiply. So great is the demand that the fathers of Notre Dame have the water and distribute the bottles among the faithful who come to be healed, in the same way they formerly gave bottles of the water sent to them from France. The idea of reproducing the grotto at Notre Dame originated with the Very Rev. William E. Corby, C. S. C., provincial of the Order of the Holy Cross, and formerly president of the University of Notre Dame. He relates that it was the result of a mental promise he made to the Virgin Mary that if a favor he desired for the order to which he belongs were granted he would endeavor to build an exact reproduction of the grotto of Lourdes.

It came to pass that that which he desired transpired, and then he set about to keep his promise. A year from that day Rev. Thomas Carroll, of Oil City, Pa., gave him \$2,000 toward defraying the expense of the work of building the grotto. The remainder of the cost he subsequently received in private donations. Then Father Corby visited Lourdes to get plans for the construction.

It came to pass that that which he desired transpired, and then he set about to keep his promise. A year from that day Rev. Thomas Carroll, of Oil City, Pa., gave him \$2,000 toward defraying the expense of the work of building the grotto. The remainder of the cost he subsequently received in private donations. Then Father Corby visited Lourdes to get plans for the construction.

It came to pass that that which he desired transpired, and then he set about to keep his promise. A year from that day Rev. Thomas Carroll, of Oil City, Pa., gave him \$2,000 toward defraying the expense of the work of building the grotto. The remainder of the cost he subsequently received in private donations. Then Father Corby visited Lourdes to get plans for the construction.

An American Wheelman
Bikes 12,000 Miles and
Sees All the Sights
on \$2,000.

TOURING
THE
WORLD
ON
A BICYCLE.

I have ridden around the world on a bicycle, not for a record, but for pleasure, and had I any desire to again "see the world," I would do so on a wheel.

I recall but one really unpleasant experience in all my journey. I am positive that the trip can be taken in no more economical fashion than on a wheel.

I had one thing in my favor—I was a musician, and wherever I played my money was "no good." By that I mean that I could pay for nothing, as my money was refused by music lovers. As a matter of fact, my actual expenses during my 363 days' run amounted to \$2,000. That I consider very little for a trip around the world when my varied experiences are considered.

The twenty-four days I spent with the Turks in Palestine and the subsequent twenty-one days with the Bedouins I do not take into consideration. I found, to my sorrow, that the higher the civilization of the country through which I passed, the more expensive.

I found France the most expensive country. The Parisians, especially, think the American "a good thing." It cost me \$5 a day there, which is cheap enough, I suppose, for an American in the gay capital. Of course, the \$5 did not enable me to see the sights that call for money. I rode around almost every day, and was impressed with the number of cyclists and horseless carriages on the boulevards. I saw a number of young wheelwomen whose costume would call for criticism here. They looked stunning, though; for myself I prefer a more modest attire.

In Ireland I paid scarcely anywhere, so well pleased were the people with my violin. I found Burnish the cheapest place. On the Continent the prices for accommodations were very reasonable.

I left New York August 17, 1895, and landed first at Queenstown. I was accompanied by my brother-in-law, Mr. C. P. Forsyth, of Ontario, and it was our purpose to see something of Ireland before we went on our way, but we had hardly started when Mr. Forsyth had a bad fall from his wheel and received a fracture, which prevented him from doing any bicycle riding for some time.

I continued on alone, riding through North and South Wales, Scotland and England, before I crossed the English Channel and landed at Dieppe in France. All through that country, as well as in England, I found the roads excellent, and when I chose I could make excellent time. From France into Belgium and Holland was a very pleasant journey, and I enjoyed every mile of the ride. While I was in Holland I entered a fifty-mile race and won. The prize was \$100, and it came in very nicely for expenses.

After riding through Germany I crossed the frontier into Switzerland. I cannot recommend this latter country as a paradise for wheelmen, as the entire republic is principally uphill. The country itself is a delightful place for tourists, but a bicycle is rather an inconvenience than otherwise. Once on the Italian slope of the Alps, however, I was more than compensated for the difficulty of climbing the other side of the mountains. I practically coasted into the city of Rome, and from there rode to Naples.

I then went by steamer to Constantinople, where I had my first unpleasant experience. I had expected to get a passport, and got into a mess with the Turkish Government in consequence. They would not listen to any arguments or explanations on my part, but promptly put me in prison, where I passed the most uncomfortable three nights and two days which I ever experienced. I was released only on condition that I would leave the country and return the way I came. To this I agreed, and returned by steamer to Italy, from where I went to Sicily and so on into Egypt.

I cannot say much for the Egyptian roads, which are little better than paths, and they always seem to be in a sticky, muddy condition. I took a short run into Palestine, where for two weeks I lived with a roving troop of Bedouins, and enjoyed the experience very much. I found them a very hospitable people, not at all of the sort I had imagined.

After leaving my Arab friends I went into Abyssinia. I would not recommend that country to wheelmen who may attempt wheeling around the earth. The natives are all right, but inasmuch as there is a scarcity of wheeled vehicles in the country and it is very hilly, a bicycle is sadly out of place there. Narrow donkey paths and cattle trails are the principal highways in that country, and hardly a single mile can be wheeled over without the rider being obliged to dismount either to repair his machine or to get around some natural obstruction in the road.

I then rode across Arabia to the Straits Settlement, and across Burma to Calcutta. I visited Calcutta, Lucknow, Agra, and Delhi.

I had looked forward to my trip through China with some little apprehension, as I did not know just how the Celestials would regard my machine, especially in some of the more remote provinces. I found, however, that while the people there were very curious, they did not attempt to lay any way to interfere with me or injure the machine. I passed through the cities of Wo Sung, Hong Kong, Shanghai and Canton. It was much easier riding through China than I imagined it would be, and on some of the longer level stretches of country, where there are Government roads, I made excellent time.

In Japan I found the roads good, although the country is very hilly. I visited Tokyo, Kobe and Yokohama, from which place I took the steamer for San Francisco by way of Honolulu. I rode over the Rocky Mountains and through Salt Lake City; then I struck northward and rode through Canada, coming home by way of Niagara.

The entire time occupied by my trip was 363 days, and in that time I rode 12,000 miles on my wheel, the rest of the distance being traversed by railroad and steamship. I did not have a single day's sickness in all the time I was gone, and I generally found the riding much better than I had anticipated.

Manchester, Conn.

JOHN J. BROUGH.

WHY THE BICYCLE IS THE BEST EXERCISE OF ALL FOR WOMEN.

"From a hygienic standpoint, I have no hesitation in saying that under the proper conditions of saddle adjustment and posture and costume and exercised with proper moderation, bicycling for women is more beneficial and more general in its action than any single outdoor exercise. In this opinion I am in accord with that of nearly all of the members of my profession who have made a special study of the ills to which women are most subject."

Dr. R. L. Dickinson, who thus tersely declares the hygienic superiority of the bicycle as a means of out of door exercise for women, is an eminent authority upon the subject whereof he writes. He is a lecturer on obstetrics and obstetrician to the Long Island College Hospital, obstetrician to the Kings County Hospital, Brooklyn; a member of the American Gynecological Society, etc. He early espoused the cause of the bicycle for women, defending it against the attacks of the ignorant and misinformed. His lectures on "Bicycling for Women from the Standpoint of the Gynecologist," "Right Dressing for the Bicyclist," "Saddles and Postures for Women on the Wheel," have attracted wide attention.

To a Journal reporter he said at his office on Brooklyn Heights:

"In view of the recent agitations precipitated by a woman, that again brings up the question of the healthfulness of the bicycle, I am glad to speak freely, and repeat what I have said, that aside from the bicycle being the most alluring and practicable of recreation, it has proved one of the greatest hygienic agents in the care of womanhood ever discovered."

When asked to compare it to other forms of exercise, the Doctor replied that equestrianism was probably meant in the question, and then went on to say:

"Bicycle riding has certain advantages over the present style of horseback riding. The fashionable contorted seat does not develop the body symmetrically, and the awkwardness, due to the fact that the transverse diameter of the pelvis and the transverse diameter of the upper trunk do not correspond, means strain, to say nothing of the excess effort a trotting gait entails."

"When women get into the habit of riding part of the time with the stirrup on the right side and part with the stirrup on the left, one objection to the spinal rotation and the unsymmetrical development will be overcome, and it is to be presumed that eventually they will all ride astride as their great grandmothers did before the days of Elizabeth. The expense precludes this form of exercise for most women. Cheapness, safety, accessibility and the small amount of preparation required are all on the side of the wheel and hold good to an even greater degree for the woman than for the man. I myself am a converted horseman."

The doctor then considered the question

of the sewing machine and the bicycle, saying: "This question has been often asked how it is that we will advise women to ride a wheel while a strong stand has been taken against the sewing machine on account of the harm it may do to the pelvic organs. It seems to me that the conditions under which the two forms of leg exercise are taken vary radically. A woman at the sewing machine must stoop to focus her eyes accurately on the point at which the needle is at work, and must drive the material along in accurate lines under the rapidly moving needle, within the margin of one-sixteenth of an inch.

"Such a position in the corseted woman brings a strong pressure to bear on the pelvic contents by means of the lower part of the bust, or metal front pieces on the corsets, at the time when her pelvic inclination is lessened, while it permits increased abdominal pressure to act on her pelvic cavity directly from above. Now, with this increased intra-abdominal and pelvic pressure, in the presence of waist constriction that forcibly drives back the blood in ovarian and hemorrhoidal veins—veins that are valueless and that empty themselves in the area of maximum pressure—her active leg muscles are pumping an increased supply of blood into the iliacs and lower cavities, or systematic veins connecting with the heart, causing a congestion and dangerous enlargement of certain muscles that a physician will explain. C137

"The action of the limb is distinctly a strained one, and somewhat resembles the tension on the whole lower leg in working the pedals of an organ, but without the free and compensating body balancing that

the arm work of playing the organ necessitates.

"And lastly the indoor motion is a series of very short excursions in rapid succession, while the road machine calls for a full, slow sweep of the whole limb.

"If asked as a physician why bicycle riding is superior to all other forms of exercise for women, and what its attractions are, I would only repeat what I have already said before an association of my professional brethren, that it is an outdoor exercise, necessarily. It is, after the first shyness from consciousness of position and garb has worn away, in itself an alluring form of exercise, with the exhilarating elements of speed in motion, companionship, competition and exploration of un-

known roads in park or neighboring country. It furnishes the wife a means of comradeship in exercise with her husband.

"In it we seem to have found at last a form of outdoor muscle work which attracts women and entices them to many hours in the open air. It possesses all the advantages of walking or climbing, with the additional advantages of the shake-up of horseback, or of one of Dr. Taylor's machines, the body-balancing of canoeing, some of the swing of skating, and a sample of what flying will be like.

"It exercises a large number of muscles—far more than any one who has never

known roads in park or neighboring country. It furnishes the wife a means of comradeship in exercise with her husband.

"In it we seem to have found at last a form of outdoor muscle work which attracts women and entices them to many hours in the open air. It possesses all the advantages of walking or climbing, with the additional advantages of the shake-up of horseback, or of one of Dr. Taylor's machines, the body-balancing of canoeing, some of the swing of skating, and a sample of what flying will be like.

"It exercises a large number of muscles—far more than any one who has never

"In praising the use of the bicycle I must not lose sight of the fact that much depends upon right dressing, upon posture and upon the saddle. Tension and excess may do much harm. All the possible benefits may be offset by disregard of these points.

"So important are these matters that I have urged upon my brother professionals that we physicians ought to have personal knowledge of this means of exercise, and that it is our duty to instruct prospective wheelwomen, in order that each rider be

carefully trained by competent instructors as to the right posture, right methods of pedalling, correct height of saddle, correct position of saddle, and, finally, should be told that she must insist on learning or in buying a wheel—on such trial as will enable her to judge what saddle suits her. By testing the machines of one's friends, not for a half hour, but for a considerable ride, and by experimenting with saddles at different heights, positions, angles and tension, she can arrive at a comfortable conclusion.

"Unquestionably there are many women who are not benefiting themselves. One has but to glance at ten riders of the hampered sex to see nine bicyclists ignorant of some of the rules of good riding, who misapply force, waste effort, and run a certain risk of harm. The trouble is, chiefly due to lack of training, since the pupil is turned adrift on the road as soon as she can balance a wheel and can mount and dismount, and further instruction may only be called out after bad habits of riding become fixed. Unmerited disrepute is thus thrown on the most alluring and practicable, as well as the most generally beneficial, of the outdoor exercises for women."

carefully trained by competent instructors as to the right posture, right methods of pedalling, correct height of saddle, correct position of saddle, and, finally, should be told that she must insist on learning or in buying a wheel—on such trial as will enable her to judge what saddle suits her. By testing the machines of one's friends, not for a half hour, but for a considerable ride, and by experimenting with saddles at different heights, positions, angles and tension, she can arrive at a comfortable conclusion.

"Unquestionably there are many women who are not benefiting themselves. One has but to glance at ten riders of the hampered sex to see nine bicyclists ignorant of some of the rules of good riding, who misapply force, waste effort, and run a certain risk of harm. The trouble is, chiefly due to lack of training, since the pupil is turned adrift on the road as soon as she can balance a wheel and can mount and dismount, and further instruction may only be called out after bad habits of riding become fixed. Unmerited disrepute is thus thrown on the most alluring and practicable, as well as the most generally beneficial, of the outdoor exercises for women."

HEALTH FROM LIGHT.

If People Will Sit Around in the Sun Also
Lately Nude, Illness Will
Vanish.

Some one in one of the lower provinces of Austria has evolved the idea that light is the great health-giving and life-preserving agent, and that all that is necessary to cure most diseases is to expose the body to its action. He has accordingly founded an establishment where this remedy can be applied without contravening the rules of society. The institution is open during the Summer months. There are two large enclosures, divided by a high wall so as to separate the sexes.

The method involves the exposure of the absolutely naked body to sunlight and air, irrespective of atmospheric vicissitudes. The patients are enjoined to pass the greater part of the day in a state of nudity, and little by little they are expected to develop such a measure of resistance as will enable them to stand all changes of temperature and humidity.

When the sun is high the patients are around on the dry turf or on planks exposed to the full force of the Summer sun, for periods varying from fifteen minutes to an hour. One effect of the exposure is to provoke profuse perspiration, but in new-cases, more or less superficial inflammation of the skin not infrequently develops. It is not only the sunlight that is employed, for the treatment involves exposure to rain and wind as well.

